

<p style="text-align: center;">Commission on Sustainability Transportation Group Meeting Report</p>
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Date: July 15th, 2008

Subject: Transportation group Community Conversation #2

In Attendance:

Inez Robb
Eric Kunitomo
Ray Carrier
Vinve Tola
Helene Perry
Marjorie Goodman
S. Corcara
Monica Meade
Ralph E. ?
Calvin Peete Jr.
Lauren Swiston
Dave Urbanek
Tiffany James
Penny troutmen
Irene Poulsen
Edward Cohen

Discussion: Discussion was centered on draft goals. Existing goals were revised, and new goals were created. Strategies and indicators were also included in the discussion.

Topics addressed:

- Sustainable funding → Our Infrastructure Stinks & We're trying to maintain existing and improve it
 - o Annapolis, lobby, 1 United Voice
- There's not much transit
- We need transportation that is enjoyable for everybody
- How we spend vs. how we think,
 - o Where does the money go?
 - o We need to think about forms of environmental justice
- Density: row houses are perfect for transit/walking
- Reduce Trucks
 - o Do not allowed to drive through city at night like other cities
 - o Not allowed during rush hours
- Improve/increase bus shelters
- Provide tax benefits for businesses that reduce parking, and provide other incentives
- Working to improve police enforcement, esp. pedestrian accessibility/safety
- Improve public opinion of MTA
- Improve public outreach through communication and education
- Communication + Education. Get riders when they're young – HS or college –get them used to riding and to expect quality transit during their working years.

- We need a clean transit system. Transit experience/quality is factor in attracting new riders who aren't used to transit.
- Engage the business community
- Environmental Justice → consider economics as well as environment.
- Coordinate between city & MTA
 - o ex. TOWING out of bus stops- this never happens, can improve if we tell the private companies with City towing contracts that it is a revenue source.
- New Hopkins shuttle -> Homewood -> Main Campus
- Work with counties for Regional Solutions
- Reallocate city resources
- Move people not vehicles
- Have BGE + police involved: focus on security, lights, planning—that's an integrated approach to transit safety
- Alternative energy
- Dense & walkable urban neighborhoods
- Make streets attractive for people
- Aesthetics
- Reduce bottlenecks on buses. Why do we need stops every block??
- Improve accessibility for seniors & people with disabilities:-flag stops are an option or courtesy stops to assist with speed and accessibility. There's a compromise between accessibility and reduced stops for increased efficiency.
- New Greater Baltimore Bus Initiative (GBBI) is needed → Review and revise bus routes which should not be done by MTA alone, "recommendations + blame" are spread. (the last time the MTA was going to make changes, the public outcry halted the effort)
- Create 3-5 year bus plan: reach out to new bus customers, but don't lose existing
- Improvements for existing customers should be a priority
- Reduce waiting time, not currently safe or well lit at bus stops, Hopkins workers etc. all work nights
- Car Share important component of mobility – should have handicapped accessible vehicles.
- Improve ADA Accessibility
- Promote Electric Trolley Bus
- Increase parking fares to create dis-incentive to drive
- Retrain bus drivers to give a smoother ride
- Legislators raise sales tax cap to help fund transit
- Community Buses/Shuttles- provide alternate service aside from big buses to help satisfy community needs
- Intercepting main lines
 - o small vans/12 seats/taxis
 - o same operators build trust
- City currently changing parking tax to fund 3 free shuttles
- Shuttles-funds recovery is traditionally poor, how can we improve ridership?
- Mixed use/land-use planning to reduce the need for transportation
- Improve service:
 - o Allows pedestrians & bikes
 - o Guarantee a seat to every transit user (maybe not on short runs)
 - o Standing ok on shuttle (maybe)
 - o No seat, no pay
- Set aside real estate for "nuts & bolts"/transportation infrastructure bus lots etc.
- Sidewalks in the suburbs and everywhere.

- Regional Funding/Tax base sharing that focuses on both green/open spaces and increased density. Local governments will spend a different % to preserve open space or % toward public transit, depending on their needs
- Think beyond buses
- Determine community support before introducing new transit → public process
- Improve walk ability
- Promote T.O.D.
- Charge for MTA parking – again, create disincentive to drive.
- Advocacy: build regional support outside Baltimore City for public transit funding
- Reverse commuting is important
- Reduce parking by making it more expensive
- Mass/education targeting youth, instill ideas about public transit early on
- Connecting mass transit & subways
- Train pedestrians to walk safely on streets
- Integrate modes on streets
- Complete Streets: Transit/bike/ped options/parking
- Central Website to link different transit modes
- Car Sharing with ADA accessibility
- Clean glass off streets to encourage biking and walking [My favorite is after a crash, the big pieces are removed so as not to inconvenience cars, but the area is littered with broken glass and car parts.]
- City should prioritize transportation options. Priorities should be reflected in funding:
 - o Pedestrian → Transit → Bikes → Cars
 - Don't create valley of parking
 - No wide intersections
- Improve transit to DC on the weekends
- 800 Pound Gorilla = Funding esp. Public Transport
- Improve sidewalks
- Integrate private systems with public. Ex: JHU gives students bus passes as part of activity fee
- Eliminate Diesels
- Reduce wait time for transit
- Improve bike paths – especially safety issues
- Easier downtown routes esp. MTA & Transit [it's difficult to cross the downtown which slows busses)
- Require Bike Parking Facilities
- Build Ridership through public education
- Integrate technology into public transit- all modes—esp. MTA
- Increase + Improve Green Jobs – make more accessible to those who need them.
- Fare connectivity
 - o Inter-modal
 - o Inter-agency Transfers
 - o Make transferring on buses simpler
- Improve accessibility; improve travel time, all modes
- Work w/ MTA
- Plan will include things the city can and can't control (MTA). Hopefully, we'll be able to influence the entire region through a coordinated effort.
- Reduce vehicle pollution
- Outreach – to large populations for mass transit education
- Remove blighting bus yards, especially in residential neighborhoods
- Shared Parking – build on assets (parking) we already have
- Simplify, straighten, and decrease number of bus stops bus lines

- Coordinate w/ medical field to promote public health benefits of walking, etc.
- Technology – caller ID to communicate bus arrival
- More innovation + communication with other agencies
- Tie flexibility into technology
- Make public transit more “flexible” → it becomes as convenient as cars
- More comfortable seating on transit, especially for those outside the ergonomic norm
- Re-evaluate the bus fleet
- Prioritize resources based on Sustainability goals [City’s CIP was mentioned]

To Do:

Mark R. Brown: Organize meeting ideas into a revised list of goals. Distribute list to WG and meeting attendees by beginning of next week.

Workgroup Members: Further revise draft goals for next SC meeting. Next assignment after goals will be to research progressive transportation funding options of other U.S. cities.

Upcoming Events:

- Next Trans Workgroup meeting – July 29, 5:30 – 36 S. Charles 2nd Floor conference room
- Next Trans Community Conversation – Aug. 21, 5:45pm, Orleans St. Public Library (1303 Orleans St)